urgency, this period of soaking may be lessened by heating the oil to 100°C. for 2 hours, then allowing the oil to cool before removing the bush. The following procedure must be closely followed when fitting a replacement bearing bush:—

(i) Using a shouldered mandrel of appropriate diameter, press out the worn bush from the body end.

(ii) Insert the replacement bush from the drive end, with the smaller bush diameter as the leading part. The bush will be a push fit until the larger diameter comes into contact with the shank. With the mandrel in position, the bush is then to be pushed fully in with steady pressure, using a press vice or similar method. When in place, the bush must be a tight fit, flush with the shank at the drive end with a slight protrusion at the top end.

(iii) Drill the shaft drain hole, carefully removing any fragments of metal.

(iv) Insert the shaft and action plate assembly, with clean engine oil applied to the shaft. Make sure that there is no fraze around the hole in the shaft through which the driving dog securing pin is inserted. If the shaft is tight in the bearing when fitted, tap lightly at the drive end and withdraw the shaft. Again insert the shaft, and repeat the operation as long as any tightness exists. It is important that the shaft is free to rotate without binding.

(v) Run the shaft and body in a test rig or lathe for about 15 minutes, re-lubricate the shaft with clean engine oil and reassemble the distributor.

Note—Under no circumstances is the bush to be overbored by reaming or any other means since this will impair the porosity and thereby the effective lubricating quality of the bush.

Reassembly (See Fig. 23)

The following instructions assume that **complete** dismantling has been undertaken.

(i) Place the distance collar over the shaft, smear the shaft with clean engine oil, and fit it into its bearing.

(ii) Refit the vacuum unit into its housing and refit the spring, milled adjusting nut and securing circlip.

(iii) Reassemble the centrifugal timing control weights, cam and cam foot to the shaft. Fit the cam securing screw, then engage the springs with the cam foot pillars.
(Ensure that the springs are not stretched or damaged.)

(iv) Before reassembling the contact breaker base assembly, lightly smear the base plate with clean engine oil or light grease. Fit the contact breaker moving plate to the contact breaker base plate and secure using a reversal of the dismantling procedure. Refit the contact breaker base into the distributor body. Engage the link from the vacuum unit. Insert the two base plate securing screws, one of which also secures one end of the contact breaker earthing cable.

(v) Refit the capacitor. Place the fixed contact plate in position and secure lightly with the securing screw. One plain and one spring washer must be fitted under the securing screw.

Refitting Contact Points (See Fig. 21)

Separate contact set

(i) Place the insulating washers on the contact breaker pivot post and on the pillar on which the end of the contact breaker spring locates. Refit the contact breaker lever and spring.

(ii) Slide the terminal block into its slot.

(iii) Thread the low tension connector and capacitor eyelets on to the insulating piece, and place these on the pillar which secures the end of the contact breaker spring. Refit the washer and securing nut.

(iv) Set the contact gap to 0·015 in. (·38 mm.) and tighten the fixed contact plate securing screw.

Quickafit contact set

(i) Place contact set on its pivot post.

(ii) Insert securing screw and washer and tighten enough to hold contact set in position on the contact movable plate.

(iii) Remove nut from the nylon terminal post and place LT lead and capacitor lead eyes in postion on the nylon terminal post.

(iv) Refit the nut on the nylon terminal post and tighten finger tight AND THEN A FURTHER HALF TURN ONLY. Any further tightening will strip the nylon thread.

(v) Adjust contact breaker gap.

(vi) Check condition of contact points and readjust the contact gap after the first 500 mile running.

Refit the rotor arm, locating the moulded projection in the rotor arm with the keyway in the shaft, and pushing fully home. Refit the moulded cover.

Replacement Contacts

If the contacts are so badly worn that replacement is necessary, they must be renewed as a pair and not individually. The contact gap must be set to 0·015 in. (·38 mm.), after the first 500 miles' running with new contacts fitted, the setting must be checked and the gap reset to 0·015 in. (·38 mm.). This procedure allows for the initial "bedding-in" of the heel.